

CHINA



MAIL.

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HONGKONG, MONDAY, APRIL 22, 1878.

日十二月三年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROBERT, 19, Rue Monnaie, Paris.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Singapore. O. HEINZE & Co., Manila.

CHINA.—MACAO, MESSRS. A. A. DE MELLO & Co. SHANGHAI, CAMPBELL & Co. AMOY, WILSON, NICHOLS & Co. PEKING, HENDERSON & Co. SHANGHAI, LANE, CRAWFORD & Co. YOKOHAMA, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. R. BELLIOS, Esq. ADAM LIND, Esq. H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq. H. HOPKINS, Esq. W. S. YOUNG, Esq. Hon. W. KESWIC.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Shanghai, EDWIN CAMPBELL, Esq.

LONDON BANKERS.

London and County Bank.

HONGKONG.

INTEREST ALLOWED. ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 27, 1878.

For Sale.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES.

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves).

On and Powdered LOAF SUGAR. CUBE SUGAR (Lyle's Patent), shortly. CRYSTALLIZED SUGAR, mark O. S. R. (in diamond) A III.

Fine WHITE SUGAR, mark O. S. R. (in diamond) A III. Medium WHITE SUGAR, mark O. S. R. (in diamond) A II. Fine YELLOW SUGAR, mark O. S. R. (in diamond) A II. COFFEE SUGAR, mark O. S. R. (in diamond) B I. GOLDEN SYRUP, SYRUP, and MOLASSES.

ESSENTS OF WINE and LAMP SPIRIT. RUM, 45°, 50°, O. P., and Naval. ANIMAL CHARCOAL and DUST. AMMONIACAL LIQUOR, from Bones. BONE TAR (a preventive of white ants). ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGERS, CHINA SUGAR REFINING Co., LIMITED, East Point, Hongkong.

FOR SALE.

A SMALL SUPPLY OF BELL'S TELEPHONES, SHORTLY EXPECTED.

H. KIER & Co.

Hongkong, April 8, 1878.

C O A L.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown. Apply to BATTLES & Co. Hongkong, December 8, 1877.

For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE.

Ex M. M. S. S. "AFA," AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS in NOYEAU.

TEYSSONNEAU'S ASSORTED FRUITS in BRANDY.

TEYSSONNEAU'S ASSORTED PATES, in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS, in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS and JELLIES, in Glass Bottles.

TEYSSONNEAU'S ASSORTED PATES, PHILIPPE and CANAUD'S LONG ASPARAGUS.

TEYSSONNEAU'S ASSORTED SARDINES.

FENARD & FILS' FINEST OBERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE LAFERME.

RICHMOND SMOKING MIXTURE. BARCELONA NUTS. BRAZIL NUTS.

PEANUTS. ALMONDS in SHELL. MYRTLE FIGS.

MUSCATEL BLOOM RAISINS, in Cartons.

EPPE'S COCOA. BORDEN'S CONDENSED MILK. GOLDEN GATE FLOUR, in Barrels.

GALETTINE and ISINGLAS, in 1/2 lb. Packets.

WAFFLE IRONS. AMERICAN BROILERS.

VERY FINE "O. K." BOURBON WHISKY.

BILLIARD CUE TIPS. BILLIARD CUE CEMENT. BILLIARD CHALK.

BILLIARD TABLE CLOTHS. BARCLAY and FRANK'S PORTER, in Hopheads.

HOT'S BEST QUALITY RUSSIAN ROPE. HOT'S ASSORTED TARED and WHITE LINES.

FAIRBANKS SCALES. &c., &c., Hongkong, February 22, 1878.

MacEWEN, FRICKEL & Co. HAVE JUST LANDED

Ex S. S. "CHINA," FROM SAN FRANCISCO.

Their Regular Shipment of Californian ROLL FRESH BUTTER

in Cloth and Bottle, AND COOKING BUTTER in Kegs.

—Also—The usual Assortment of STORES, including:

Honey, Fine Rich New Milk Cheese, Cod Fish, Cod Sounds, Cod Fish Tongues, Puget Sound Red Herrings, Soused Pig's Feet, Canvas Smoked.

Beef, Large and Small Hominy, Corn Meal, Hams, Bacon and Canned Goods, Compressed Tongues & Corned Beef, Lunch Tongues, Turtle.

And an Assorted Invoice of the CALIFORNIA CRACKER COMPANIES' FANCY BISCUITS and CRACKERS.

Hongkong, April 17, 1878.

THE ORIENTAL SUGAR REFINERY. SUPERIOR WHITE CRYSTALS

Manufactured by the ORIENTAL SUGAR REFINERY, can now be had in Tins of 10 or 14 lbs., or in larger quantities to suit purchasers, on application to Messrs LANE, CRAWFORD & Co.

H. KIER, General Agent. Hongkong, March 30, 1878.

NOW READY. A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN FITZEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai. Hongkong, March 1, 1878.

For Sale.

COPE'S "GOLDEN CLOUD," A MIXTURE highly approved by Smokers.

NEW SADDLES, BRIDLES, and HARNESS.

POOL BALLS, and PYRAMID POOL BALLS. ICE CHESTS.

FRENCH COFFEE MACHINES. THE NEW ELECTRO-PLATED READING LAMPS.

BRONZE KETTLES, with SPIRIT LAMPS. PERAMBULATORS.

CIGARETTES. THE ROYAL NAVY LIST. WALKING STICKS.

SUPERIOR MANILA CIGARS. PITH HATS, in various Shapes.

SILVER TABLE LAMPS, —22 to 25 CANDLE LIGHT.

LADIES' and GENTLEMEN'S INVITATION NOTE PAPER and ENVELOPES.

A BROADWOOD'S Semi-Grand PIANO, For Sale or Hire.

LANE, CRAWFORD & Co. Hongkong, April 12, 1878.

Entertainment. LUSITANO THEATRE.

AN AMATEUR PERFORMANCE will be given at this Theatre, IN AID OF THE FUNDS OF THE CITY HALL, ON

WEDNESDAY, April 24th, at 9 p.m. THE ONE ACT COMEDY "A CUP OF TEA,"

followed by SULLIVAN'S OPERETTA "TRIAL BY JURY."

By the kind permission of Colonel JAGO, and the Officers of the 74th Highlanders their Band will perform the following:—

OVERTURE, to "Stradella." POLKA, Slacato (Flageolet Solo).—MR. BUCHANAN. REMINISCENCES OF MEYERBEER.

Admission by TICKET ONLY, which can be obtained (Price Two DOLLARS) on and after Thursday next, from Messrs LANE, CRAWFORD & Co.

W. WHEELER, Hon. Secretary, Hongkong Choral Society. Hongkong, April 15, 1878.

Intimations. IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY. NOTICE.—NG AKIU, of Victoria, in the Colony of Hongkong, a Widow, having been adjudged Bankrupt under a Petition for Adjudication of Bankruptcy, filed in the Supreme Court of Hongkong, on the 1st March, 1878, a Public Sitting for the said Bankrupt to pass her last examination, and make application for her order of discharge, will be held before the Honourable FRANCIS SNOWDEN, Acting Chief Justice of Hongkong, at the Supreme Court House, Victoria, aforesaid, on WEDNESDAY, the 1st day of May, 1878, at Eleven o'clock in the forenoon precisely.

FRANK. SOWLEY HUFFAM, Esq., and CHURCHMAN are the Creditors Assignees in the Bankruptcy.

Dated the 16th day of April, 1878. myl

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President. J. W. ALEXANDER, Vice-President. SAMUEL BOWEN, Secretary. A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE, 120, BROADWAY, NEW YORK.

Assets.....\$31,700,000 Surplus.....\$ 5,500,000

THE Underigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to OLYPHANT & Co., Agents. Hongkong, January 21, 1878.

DENTAL NOTICE. D. H. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.

Hongkong, March 4, 1878.

Intimations. NOTICE. THE YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will take place at the CLUB HOUSE, on MONDAY, the 29th Instant, at 5 o'clock p.m.

By Order, EDWARD BEART, Secretary. Hongkong, April 20, 1878.

ST. JOHN'S CATHEDRAL CHURCH. THE ANNUAL GENERAL MEETING of the SEAT-HOLDERS of ST. JOHN'S CATHEDRAL CHURCH, will be held at the Vestry on THURSDAY, the 25th day of April instant, at 4.30 p.m., for the purpose of electing Two Trustees for the ensuing year and for passing the accounts of the Treasurer under the Provisions of Clauses 4 and 16 of Ordinance No. 2 of 1847.

Applications for Seats may be made to the Underigned. EDMUND SHARP, Trustee and Treasurer to the Body of Trustees. Hongkong, April 18, 1878.

CHINA Famine Relief Fund. THE AMOUNT COLLECTED to Date aggregates \$12,230.89. Gentlemen desirous of Contributing are requested to forward their Subscriptions to T. JACKSON, Honorary Treasurer, at the HONGKONG AND SHANGHAI BANK. Hongkong, April 5, 1878.

W. BALL, CHINA DISPENSARY. IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES. Prescriptions Dispensed with Carefulness, and Prompt Attention. PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

PIANOFORTE TUNING. MR. A. HAHN begs to announce to his Patrons that he has changed his Residence from Praya East to No. 19, HAMILTON ROAD, where Orders may be sent, or at Messrs. LANE, CRAWFORD & Co. Hongkong, April 8, 1878.

DEVOE'S BRILLIANT OIL. RELIABLE, ECONOMICAL, SAFE!! DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the makers and purchasers of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can. THE DEVOE MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

Intimations.

G. FALOONER & Co. WATCH and CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 48, Queen's Road Central. Hongkong, April 20, 1878.

NOTICE. A. MILLAR & Co. PLUMBERS, AND GAS FITTERS, Queen's Road East, HONGKONG.

September 15, 1877.

FOR STORAGE in GODOWNS, Praya Central. Apply to RUSSELL & Co. Hongkong, March 26, 1878.

STANDARD FIRE OFFICE, LONDON. THE Underigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$40,000, on Buildings or on Goods stored therein.

Discount 20% VOGEL, HAGEDORN & Co. Hongkong, March 1, 1878.

Auctions. PUBLIC AUCTION. SUPERIOR ENGLISH AND CHINA-MADE HOUSEHOLD FURNITURE, PICTURES, PIANO, &c., &c.

THE Underigned has received instructions from EDWARD MOORE, Esq., to sell by Public Auction, on

SATURDAY, the 27th day of April, 1878, at 2 o'clock p.m., at his Residence, No. 9, Upper Mosque Terrace,—

The whole of the HOUSEHOLD FURNITURE, &c., comprising: English-made Drawing-room Suite, Covered with Cretonne, Blackwood Carved Embroidered Covered Settee, Crimson Velvet Worked Ottoman, English-made Walnut Dining Table, Sideboard, Card Table, Whatnots, Dinner, Dessert and Tea Sets, Lamps, and Pictures.

Lady's Polished Birch Wardrobe, with Sliding Trays and Plate Glass Door. Polished Birch Chest of Drawers, Wardrobe, Dressing Table with Glass, Washstands, Tables, and Chairs.

A Semi-Grand PIANO, by COLLARD & COLLARD, made expressly for the Climate.

Catalogues will be issued, and the whole to be on view from 12 o'clock Noon on Friday, the 26th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 20, 1878.

Shipping. STEAMERS. FOR SHANGHAI (DIRECT). The Steamship "GLENEARN,"

shortly expected from SINGAPORE and LONDON, will have immediate despatch for the above Port.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, April 20, 1878.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE," Comdt. DE GIEARD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. DU POUET, Agent. Hongkong, April 20, 1878.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE," Comdt. LORNETTE, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUET, Agent. Hongkong, April 20, 1878.

Shipping. STEAMERS. FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE. (Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOVEN" will be despatched as above on WEDNESDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, April 8, 1878.

FOR MANILA. The Steamship "ESMERALDA,"

CULLEN, Master, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co. Hongkong, April 20, 1878.

Sailing Vessels. FOR SAN FRANCISCO. The A 1 American Ship "TITAN,"

B. F. BEAR, Master, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, April 20, 1878.

FOR MANILA. The A 1 Spanish Bark "TEODORA,"

HORMAZA, Master, will load for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, April 10, 1878.

FOR VICTORIA (VANCOUVER'S ISLAND). The A 1 American Bark "QUICKSTEP,"

BARNABY, Master, will load for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 26, 1878.

FOR PORTLAND (OREGON). The A 1 American Ship "WILDWOOD,"

HARRIS, Master, will load for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 26, 1878.

FOR YLOILO. The Spanish Brig "VILLA DE RIVADABIA,"

CAMUS, Master, will have immediate despatch as above.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, April 11, 1878.

FOR MANILA. The Spanish Bark "CONCHITA,"

ARIZ, Master, will have quick despatch for the above Port.

For Freight, &c., apply to REMEDIOS & Co. Hongkong, April 3, 1878.

FOR SAN FRANCISCO. The A 1 American Bark "P. J. CARLETON,"

ANNEBURY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 8, 1878.

FOR LONDON. The A 1 American ship "ELIANO,"

BARNABY, Master, will have quick despatch for the above Port.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 25, 1878.

FOR PORTLAND (OREGON). The A 1 American Ship "FREEMAN CLARK,"

DWIGHT, Master, will load for the above Port, and will have quick despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, March 25, 1878.

NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP CO.

CONSIGNEES of Cargo by the Company's Steamer CHINA, are hereby notified that their Goods are being landed and stored in the Godowns of the Company at their risk and expense.

RUSSELL & Co., Agents.

Hongkong, April 17, 1878.

S. S. EMERALDA, FROM MANILA.

CONSIGNEES of Cargo by the above-named Steamer are hereby notified that their Goods are being landed and stored in the Godowns of the Underwriters at their risk and expense.

RUSSELL & Co., Agents.

Hongkong, April 17, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. IRAOUADY.

NOTICE.

CONSIGNEES of Cargo per S. S. Iraouady, from London, in connection with the above Steamer, are hereby notified that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 17th inst., at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Goods remaining unclaimed after To-day, the 23rd inst., at Noon, will be subject to rent and landing charges.

H. DU POUEY, Agent.

Hongkong, April 17, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriters for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

H. DU POUEY, Agent.

WMS W. MacG. Smith, 1 case; from Belts, Hongkong, April 10, 1878.

Intimations.

AFONG, PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, &c., of assorted sizes. Ex S. S. Tigre, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

ESTATE OF DODD & Co.

AT the MEETING held on the 12th inst. at Messrs Dodd & Co.'s Offices, the following RESOLUTIONS were carried:

1. That the liquidators of the said Dodd & Co. shall be liquidated by arrangement, and not in Bankruptcy.
2. That FRANCIS CHOMLEY be, and he is hereby appointed Trustee.
3. That H. A. BENDROTH and EMDUND FZ be, and they are hereby appointed a Committee of Inspection.

All PAYMENTS on account of the Estate, it is requested, will be Paid to the order of the Undersigned.

F. CHOMLEY, Trustee for the Estate of Dodd & Co.

Amoy, January 14, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A FOURTH RETURN of CAPITAL at the Rate of THREE FARLS per SHARE will be made to Shareholders of Record on the 1st April; Payable at the Office of the Liquidators, on MONDAY, the 8th April.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 1st to the 8th April inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, March 30, 1878.

To Let.

TO BE LET.

From 1st May.

SHOP and DWELLING ROOMS, at present occupied by Messrs THOMSON & HIND.

Apply to J. D. HUMPHREYS.

Hongkong, April 13, 1878.

TO LET.

THE Dwelling House No. 6, Mosque Terrace, possession from 15th April next.

Three Offices, in Club Chambers.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, March 4, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached.

House No. 2, Seymour Terrace.

DAVID SASSOON, SONS & Co.

Hongkong, January 4, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ANTIOCH, American barque, Capt. W. B. Seymour.—Chinese.

LADAGO, American ship, Captain C. B. Pierce.—Captain.

FLORENCE NIGHTINGALE, British barque, Captain A. McIntyre.—Arnhold, Karberg & Co.

DEVANA, British barque, Capt. William May.—Melchers & Co.

LADY PENNYN, British barque, Capt. E. Owen.—Vogel, Hagdorn & Co.

SARAH NICHOLSON, British ship, Capt. Jas. G. Selkirk.—Butterfield & Swire.

H. G. JOHNSON, American barque, Capt. Isaac N. Colby.—Arnhold, Karberg & Co.

FORWARD, British barque, Capt. James W. Vandervord.—Rozario & Co.

RAJAKATTIANMAR, British ship, Capt. G. T. Hopkins.—Yuen Fat Hong.

To-day's Advertisements.

FOR MANILA.

The Steamship "EMERALDA," CULLEN, Master, will be despatched for the above Port at Noon, TO-MORROW, the 23rd inst.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, April 22, 1878.

FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.

The Steamship "HAILONG," Captain GOODE, will be despatched for the above Port on TUESDAY, the 23rd inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 22, 1878.

FOR MANILA.

The Spanish Steamer "PANAY," GOYENECHE, Master, will have immediate despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, April 22, 1878.

MONTHLY SERVICE.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE, taking Cargo and Passengers for All Australia and New Zealand Ports, TASMANIA, FIJI & NEW CALEDONIA.

The Departure of the Australasian Steam Navigation Co.'s Chartered Steamship "TEALAE," POODOR, Commander, is unavoidably POSTPONED until WEDNESDAY, the 24th inst., at Noon.

Mails at Post Office will close at 11.30.

GEO. R. STEVENS & Co., Agents.

Hongkong, April 22, 1878.

SHIPPING.

ARRIVALS.

April 20, Madras, British steamer, 1079, Wm. Richardson, London Feb. 19, via ports of call, and Singapore, General.—MELCHERS & Co.

April 21, Glenartney, British steamer, 1371, W. A. Gulland, Nagasaki April 16, Rice.—JARDINE, MATHESON & Co.

April 21, Glamis Castle, British steamer, 1688, J. Greig, Simonoseki April 16, Rice.—BUTTERFIELD & SWIRE.

April 21, H.M.S. Grouler, from Pakhoi.

April 21, Rajanattianmar, British ship, 993, G. T. Hopkins, Bangkok April 14, General.—YUEN FAT HONG.

April 21, Bowen, British steamer, 844, J. Miller, Sydney March 23, via Queensland Ports, and Singapore April 16, General.—GIBB, LEVINGSTON & Co.

April 21, Ocean King, British steamer, 1660, Courtenay, Greenock March 14, Port Said and Singapore, General.—GIBB, LEVINGSTON & Co.

April 21, Nizam, British steamer, 1727, A. N. Barlow, Bombay March 19, Galle, Penang, Singapore, and Saigon April 17, Mails and General.—P. & O. S. N. Co.

April 21, Aurora, British barque, 280, Milne, Bangkok March 7, General.—Captains.

April 22, Ling Fung, Chinese R. O., from Canton.

April 22, Java, Dutch steamer, 888, Weber, Saigon April 16, Rice and Salt.—Wm. PETER & Co.

April 22, Standard, British steamer, 1074, W. W. Lyon, Saigon April 7, Rice and Salt.—STEVENSON & Co.

April 22, Fenado, British steamer, 652, J. Gull, Bangkok April 13, Rice.—MELCHERS & Co.

April 22, Argentina, British steamer, 916, H. Barnett, Obafoto and Swatow April 9, General and Treasure.—JARDINE, MATHESON & Co.

ARRIVALS.

April 22, Beethoven, German barque, 840, Hajo, Obafoto April 7, Beana.—MELCHERS & Co.

April 22, Ningpo, British steamer, 731, R. Cass, Shanghai April 19, General.—SIEMSEN & Co.

April 22, Emerald, British steamer, 385, Cullen, Amoy April 21, General.—RUSSELL & Co.

April 22, Charlotte Andrews, British barque, 855, G. E. Place, Tournon April 12, General.—ROZARIO & Co.

DEPARTURES.

Apr. 21, Egeria, for Whampoa.

21, Douglas, for Coast Ports.

21, Fernow, for Amoy.

21, Emu, for Amoy.

21, Quikstep, for Vancouver's Island.

21, St. Idem, for Bangkok.

21, Pacific, for Yap (Caroline Group).

22, M. Nishau, for Bangkok.

22, Ocean King, for Shanghai.

22, Ningpo, for Canton.

22, Aurora, for Amoy.

CLEARED.

Emu, for Bangkok.

Quikstep, for Saigon.

Altona, for Saigon.

Empire, for Manila.

PASSENGERS.

ARRIVED.

Per Madras, from London, via ports of call, for Hongkong, Mr. Bank, and 60 Chinese; for Higo, Mr. Hughes; for Yokohama, Mr. Schlesselman.

Per Grouler, from Pakhoi, Mr. Bullock (late H.B.M.'s Consul at Pakhoi).

Per Rajanattianmar, from Bangkok, Miss De Costa, Messrs Rose, and Shaab, and 79 Chinese.

Per Bowen, from Sydney, &c., Messrs Gittins and Bathgate, and 330 Chinese.

Per Ocean King, from Greenock, Mr. Ritchie.

Per Emerald, from Amoy, Mrs. Euerman, Messrs T. Ortuno and E. Pereira, and 320 Chinese.

Per Charlotte Andrews, from Tournon, Miss Place.

Per Java, from Saigon, 38 Chinese.

Per Standard, from Saigon, 17 Chinese.

Per Argentina, from Obafoto and Swatow, 69 Chinese.

Per Beethoven, from Obafoto, 1 Chinese.

Per Ningpo, from Shanghai, 87 Chinese.

DEPARTED.

Per Douglas, for Swatow, Capt. and Mrs. Brown; for Amoy, Mr. E. Perpetuo.

Per Emu, for Amoy, 6 Chinese.

SHIPPING REPORTS.

The British steamer Madras reports: Experienced heavy weather in the English Channel and Bay of Biscay; thence fine weather and light winds for the remainder of the voyage.

The British steamer Glenartney reports: Light winds and calms with very dense fog throughout.

The British steamer Glamis Castle reports: Experienced light variable winds and foggy weather throughout the passage.

The British steamer Rajanattianmar reports: From Bangkok Bar to Palo Condore fine weather with light S.E. winds and smooth water, from Condore to Cape Padaran fresh N.E. winds and head sea, from Padaran to port light southerly winds and smooth water. Steamers in port: Tindem Abbey and Danube. On 18th inst. off Cape Varla, passed a steamer bound South, supposed to be one of Siemsen & Co.'s.

The British steamer Ocean King reports: On the 16th March experienced a strong gale at N.E., causing damage to boat, &c., since which very fine weather.

The British steamer Nizam reports: From Bombay to Singapore light winds and fine weather. On the 3rd inst. an accident occurred to the machinery rendering it necessary to put in to Saigon for repairs, left Saigon at noon on Wednesday the 17th inst., passed Cape St. James at 6 p.m. same date, thence to Cape Padaran strong Easterly winds and high sea, thence light Easterly and South-easterly winds and fine weather, anchored in Taitan Channel on account of dense fog on the morning of 21st, arrived at Hongkong at 11 a.m. same date.

The Dutch steamer Java reports: Fine weather and light southerly winds.

The British steamer Standard reports: Fine weather throughout with light southerly winds.

The German barque Beethoven reports: Moderate monsoon the first part, latterly S.W. winds. Arrived in port 15 days out.

The British steamer Ningpo reports: Light variable winds and foggy weather throughout. Spoke S. S. Loudon Castle, Obinlang and Priam on 19th inst., all from this port for Shanghai.

The British steamer Emerald reports: Left Amoy the 21st, had light and moderate S.W. winds and fog to the Landmarks. Thence to port strong N.E. winds and squally, heavy thunder and lightning and thick weather to port. Was detained 24 hours at Amoy through fog, also steamers Kwantung, Taiwan, and Anchiess all detained through the fog.

The British steamer Fenado reports: Left Bangkok at noon 13th inst., thence to Palo Obi fresh S.W. winds, to Cape Padaran strong N.E. winds, thence to port moderate S.E. to S.W. winds, fine weather throughout. Left at Bangkok Bar British ships Golden Spur, Frederick, and Kate Waters. At 5.30 p.m. 16th passed steamer Madagasque bound to Bangkok, 13th passed steamer Wacht 8 miles S.W. of Padaran. In Mantung a steamer and German barque just arrived; passed Green Island at 4.30 this morning.

The S. and A. M. S. Bowen reports: On March 23rd, at 12.15 p.m., let go from wharf, Sydney. On 25th, 4 p.m., anchored in Moreton Bay. On 26th, at 1.30 p.m., having received English mails, also cargo and passengers, &c., weighed anchor and proceeded. On 26th, 8.10 p.m., anchored in Kappel Bay, and at 9 p.m. proceeded. On 30th, 11.45 p.m., anchored off Bowen. On 31st, 8.30 a.m., left Bowen, and at 1.30 p.m. arrived Cleveland Bay and proceeded again at 6.15 p.m. On April 1st, 5.30 a.m. got ashore in Cooktown Roads. On 2nd, noon, having received 81 Chinese for Hongkong, also mails, cargo, &c., proceeded. On 3rd, 3.45 a.m., stopped and let go anchor off the Home Islands, it being too thick and squally to proceed, 6.30 a.m. weighed anchor and proceeded full speed, 8 p.m. anchored off the Home Islands, dark and thick weather. On 4th, 4.20 a.m. weighed anchor and proceeded, 1.30 p.m. anchored off Thursday Island. On 5th, 4.15 a.m. weighed anchor and proceeded

towards Singapore. On 16th, 10.20 a.m., arrived Tanjong Pagar Wharf, Singapore, 5.20 p.m. left wharf and proceeded towards Hongkong. On 21st, 4.30 p.m., arrived Hongkong Harbour. The Bowen experienced light variable winds and fine weather nearly the whole passage.

POST OFFICE NOTIFICATIONS.

MAILS will close:

For SHANGHAI.—Per Kachgar, at 9 a.m. To-morrow, the 23rd inst. Late letters received from 9.10 to 9.30, with 18 cents late fee.

For YOKOHAMA.—Per Malacca, at 9.30 a.m. To-morrow, the 23rd inst., instead of as previously notified.

For SWATOW, AMOY, TAIWAN, AND TAMSUI.—Per Hailong, at 11.30 a.m. To-morrow, the 23rd inst.

For SHANGHAI.—Per Radnorshire, at 3.30 p.m., on Tuesday, the 23rd inst.

For PORT DARWIN, COOKTOWN, AND SYDNEY.—Per Thales, at 11.30 a.m., on Wednesday, the 24th inst., instead of as previously notified.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet China will be despatched on TUESDAY, the 23rd inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, April 16, 1878.

MAILS BY THE TORRES STRAITS PACKET.—The Australian Contract Packet Bowen, will be despatched from Hongkong, on WEDNESDAY, the 24th inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Kappel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 11.15 a.m.

Mails will be closed at 11.30 a.m. Supplementary mail received on board with late fee of 18 cents till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, April 8, 1878.

MAILS BY THE FRENCH PACKET.—The French Contract Packet Djennah will be despatched from Hongkong on THURSDAY, the 27th inst., with Mails to and through the United Kingdom and Europe, via Mauritius, to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 26th inst.—5 P.M. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 27th inst.—7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late Letters.

11.10 A.M. Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

Hongkong, April 18, 1878.

MAILS BY THE ENGLISH PACKET.—The English Contract Packet Nizam will be despatched with the Mails for Europe, &c., on SATURDAY, the 4th May.

The following will be the hours of closing the Mails, &c.:—

Friday, 3rd May.—5 P.M. Money Order Office closes.

6 P.M. Post Office closes except the Night Box, which remains open all night.

Saturday, 4th May.—7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M. Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M. Letters may be posted with Late Fee of 18 cents extra postage, until

11 A.M., when the Post Office Closes entirely.

11.30 A.M. Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, until

11.50 A.M., when the Mail is finally closed.

Hongkong, April 19, 1878.

General Memoranda.

WEDNESDAY, April 24.—Noon.—Bowen leaves for Singapore, &c. Noon.—Thales leaves for Port Darwin, &c. 9 p.m.—Performance of "Trial by Jury," at the Luncheon.

THURSDAY, April 25.—4.30 p.m.—Meeting of Seat-holders of St. John's Cathedral.

SATURDAY, April 27.—Noon.—French Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Household Furniture, &c., at Mr. Moore's residence, No. 9, Upper Mosque Terrace.

MONDAY, April 29.—8 p.m.—Meeting of Members of the H. K. Club at the Club House.

SATURDAY, May 4.—Noon.—English Mail leaves for Ports of Call and Europe.

THURSDAY, May 6.—3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Hailong leaves for Swatow, &c. Goods per Iraouady undelivered after Noon, subject to rent and landing charges.

3 p.m.—American Mail leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS.

OF DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

afternoon on board the *Victor Emanuel*. They afterwards paid a visit to H.M.'s Naval Yard, and were escorted over the various workshops and stores by the Commodore, and showed much interest in what they saw.

The British steamer *Ocean King* reports having spoken the following vessels:—March 31st, steamship *Burmese*, from London to China Ports, lat. 12.31 N., long. 43.53 E.; April 9th, steamship *Ajax*, from China; 14th, steamship *Sarpedon*, from Liverpool, lat. 5.45 N., long. 81.45 E.; steamship *Agamemnon*, lat. 2.21 N., long. 101.64 E.; 17th, British ship *Gaulea*, from Manila to Liverpool, lat. 6.00 N., long. 106.50 E.; 19th, British ship *Windhover*, from London to Shanghai, lat. 11.59 N., long. 110.50 E.

We have received a copy of a new work by Mr. Giles, the author of *Chinese Sketches* and other publications on Chinese subjects, entitled *A Glossary of References on subjects connected with the Far East*, published by Messrs. Lane, Crawford & Co. at Hongkong, Messrs. Kelly and Walsh at Shanghai and Yokohama, and Messrs. Triebner & Co. in London. We shall notice the publication at length on a future occasion.

We learn that H. M. S. *Andacious* arrived at Nagasaki when the steamer *Glenariff* was in that port (on the 15th), and caused no small consternation by her saluting powers. The three Russian men-of-war—*Bayan*, *Haydamack*, and *Vladimir*—are still in Yokohama; and no little excitement was felt at the presence of H. M. S. *Andacious*, *Modeste*, *Egeria*, *June*, and *Katrel* in the same harbour, on account of the warlike telegrams which were being then received.

We have been favored with the following rather meagre report of the P. & O. S. S. *Nizam's* mishap:—

The *Nizam* left Singapore on the 1st instant and experienced light northerly winds until the 3rd instant. At 2 p.m. of that day the engines were stopped owing to some defect, and the ship put under canvas. The wind at the time was North-easterly. On the morning of the 4th the wind fell very light, and there being a strong current setting to the westward the vessel could make no headway, and it was therefore decided to anchor. She came to an anchor at 1 p.m., and preparations were then at once made to get the second life-boat ready for sea. The 2nd officer (Mr. Lees) left the ship at 5.45 p.m., for Cape St. James, to obtain assistance, his crew consisting of one A.B., 6 lascars and 4 coal trimmers, besides a Chinese passenger. The boat had fine weather until 6 p.m. of the 5th, when a nasty sea got up and the boat was at times in some danger of being swamped: the hands being kept continually bailing to keep her free. They reached Cape St. James at 2.20 a.m. of the 6th and Mr. Lees at once went on shore and telegraphed to Saigon for assistance; when the French man-of-war *Bourayne* was sent in search of the disabled vessel. In the meantime the *Nizam* had got underweigh with one engine and all the canvas she could spread, and managed to reach Cape St. James at 7.20 a.m. of the 7th, when she was towed to Saigon by the *Bourayne*.

The S.S. *Ocean King*, Captain Courtenay, arrived here to-day from Greenock via Suez and the usual ports of call. She is a new steamer of 1600 tons register and in every respect a fine looking craft and a credit to her builder—Mr. J. E. Scott of Greenock. She is intended we understand to compete in the annual race home with new teas this year, and judging from her passage out she will be found a no mean antagonist. She made the run from Greenock to Suez in 11 days and 5 hours, the quickest run on record. The distance from Greenock to this port was covered in a little over 80 days including stoppages, just one day in excess of the *Loudoun Castle* from London. During the run from Singapore to this port she encountered a heavy gale of wind and a heavy sea, which smashed boats, and wrenched up the steam pipes, besides doing other damage. The vessel behaved exceedingly well however and has given much satisfaction to those on board. Captain Courtenay is to be congratulated on his new command. The following are her dimensions: length 350 feet (from top of outwater to head of sternpost), breadth 36 feet, depth of hold 25½ feet. Her engines are a pair of Inverted Compound direct acting engines, of 450 H.P. constructed by Mr. J. Thomson.

The China Merchants' Company's steamer *Haining* arrived yesterday (April 17th) with two of her plates on the starboard side stove in. She had been in collision with the *Ping-on* in the Peiho River. The *Ping-on* is also said to be damaged.—N. O. J. News.

We are informed that the United States Consul General received instructions by Mail to-day (April 18th) directing him to release Mr. B. Bedford from arrest, and that

the latter is instructed to report to the State Department.—Shanghai Courier.

The introduction of screw steamers on the Japan line, by the Mitsui Bishi Company, has been attended with two casualties involving, in one instance, the loss of five lives and the narrow escape of twenty-seven others. The first mishap occurred with the *Kokoyasu Maru* (late *King Richard*), in the Nagasaki Harbour, where she came in contact with a foreign-owned barque, which sustained rather serious damage. The second accident happened during the passage of the *Takachiko Maru*, (late *Lotus*) to this port. She left Yokohama on the evening of the 3rd inst., and shortly before 6 o'clock on the morning of the 5th she was steaming through the Osaka Gulf, about fifteen miles from Kobe, when a glimmering light came to view, three or four ships' lengths off. It proved to be that of a small Japanese steamer, running between Osaka and Awa (supposed to be the *Mitsui Maru*), and a few seconds after the light was first seen a collision appeared to be inevitable. The *Takachiko Maru's* engines were stopped and reversed, and orders given for the rig to be in readiness to be lowered. She struck the other vessel on the port quarter, and it was at once apparent that the damage to the small steamer was so great that all efforts to keep her afloat would be futile, for she appeared to be divided into two parts, and her upper works only were visible. Three boats were immediately lowered from the *Takachiko Maru*, and twenty-seven persons, all Japanese, and rescued from the water and wreckage, and placed on board, where they were well cared for. There were thirty-two persons on the wrecked steamer at the time of the collision, and with the view of picking up the five missing ones, if possible, the *Takachiko Maru* stood by the wreck an hour and a half, but no opportunity presented itself to save more lives. The accident is attributed to insufficiency of lights on board the small steamer.—N. O. J. News.

We find the following late telegram in the *Brisbane Courier*:—

London, March 24, 11.45 p.m.—The training ship *Eurydice*, 4 guns, 921 tons, Captain Marcus A. Hare, capsized, in the English Channel, off the coast of France, on the 23rd inst., after a collision with the French ship *Albatros*, 1,161 tons, 276 guns, on 24th inst. and 81.64 per cent. respectively; French, 88 vessels and 159,192 tons, or 4.17 and 8.08 per cent. respectively; German, 84 vessels and 66,820 tons, or 3.98 and 3.37 per cent. respectively; Chinese, 80 vessels and 67,417 tons, or 3.79 and 3.40 per cent. respectively; Spanish, 41 vessels and 16,178 tons, or 1.34 and 0.82 per cent. respectively; the remaining 27 vessels and 86,240 tons, or 1.29 and 2.84 per cent. respectively are American, Danish, and Dutch.

4.—Of the sailing vessels, 760 in number and of 469,332 tons capacity, 286 measuring 231,223 tons, or 37.65 per cent. of vessels and 50.53 per cent. of tons, were under the British flag; and of the whole trade in Foreign bottoms steam and sailing, consisting of 2,868 vessels and 2,445,756 tons, British vessels absorb 2,075 vessels and 1,850,558 tons, or 72.32 per cent. of vessels and 75.66 per cent. of tonnage capacity.

5.—There has been an increase in the trade between Hongkong and the Coast of China and Formosa, but chiefly in Native bottoms. The trade with Cochin-China and with Great Britain has also improved; but between this Port and other parts of the world there is no considerable difference.

6.—The trade with the Ports of Hoi-how in the Island of Hainan, and Pakhoi, and Haiphong in the Gulf of Tonquin, becoming one of importance, a total of 108 vessels and 42,165 tons having been entered, and 119 vessels measuring 46,671 tons cleared during the year, but this does not give the entire traffic of the recently opened Ports, as vessels are here for those places and return by way of more Southern Ports in order to fill up cargo and passengers, and although these vessels may bring cargo and passengers from the new ports, the vessels are entered at this Office as having arrived from the last port of departure which is probably Saigon or Bangkok.

I am informed that if the Chinese Merchants at Pakhoi could depend on steam vessels calling at that Port regularly, the trade of the place would increase. It is said that the junk owners combine together and will not carry produce for merchants who have been known to carry steamers. A regular line of steam vessels in an independent position, and would soon out of the monopoly of the carrying trade now enjoyed by owners of junks.

7.—I attach a diagram showing the amount of tonnage, in Foreign and Native built vessels, that has been entered during the period contained between the years 1867 to 1877, inclusive. I purposely commence with 1867 as that was the first year in which this Government kept a record of the junk trade.

8.—The diagram will show at a glance that, while the years 1867, 1868 and 1869 were periods of depression, there was a steady increase for the three following years; and that for the years 1873 and 1874 there was again a decrease, since when the tonnage of all classes of vessels has steadily risen until it has reached its present range of 29,899 vessels measuring 4,244,543 tons, with a total of 441,972 seamen. These numbers consist of vessels arriving from Ports outside the Colony, and do not include the local traffic between the villages of the Colony and the City of Victoria.

9.—It is only by consulting the summary in Return XV, that a correct notion can be formed of the vast traffic of this Colony. That return shows that a grand total of 67,051 vessels measuring 8,594,949 tons, with crews numbering 173,968, have been on the move in this port during the years 1867 to 1877, inclusive. These vessels have not only carried their cargoes and crews, but have assisted in the transport of 1,329,804 Chinese passengers, and the traffic is irrespective of the many steam-launches which ply in the waters of the Colony, conveying passengers of whom without very great additional trouble no record could be kept.

10.—His Excellency the Governor in a conversation with me touched on the desirability of keeping a record of the value of the Imports and Exports of the Colony. I have made inquiries on the point, and with regard to Singapore—a free Port, like Hongkong, but with an Import and Export Office—I find that in consequence of the rapidity with which vessels arrive and leave the Colony, there is great difficulty in keeping correct records. Vessels have to leave before there is time to deposit proper copies of the manifests, and after the vessels have left, firms from pressure of work, frequently delay in sending in their cargo lists until much valuable time has been lost, and confusion must necessarily often creep into the records. To establish such an office here would require an addition to the staff and increased accommodation in the building.

11.—Correct trade statistics are a matter of much importance in a colony like Hongkong, and I venture to suggest that, should the Government deem it of sufficient consequence to establish an Import and Export Office, much valuable information on the subject could be obtained either from the un-official Members of the Legislative Council or from the Chamber of Commerce.

JUNK TRADE.

12.—This trade, ever a fluctuating one, has kept up its character as such in 1877. In the month of January, there was an increase; in February a sudden decrease took place, and little difference was observed

until June, when there was an increase, and this increase has continued until the end of the year.

13.—The number of documents issued from this office in February was nearly the lowest number issued during the eleven years that Ordinance No. 6 of 1866 has been in force, and in October the maximum for the same period was reached.

THE HARBOUR-MASTER'S REPORT.

The following Report of the Harbour-Master for the year 1877 is published in the *Government Gazette* of Saturday last for general information:—

SHIPPING.

2.—I am this year again able to report favourably on the trade of the Colony. The returns show that in the year 1877, 2,868 vessels, excluding junks, measuring 2,445,756 tons were entered at this office. This is an increase on 1876 of but 2 vessels only, but the amount of tonnage shows an increase of 272,320 tons. This increase is partly due to two river steamers having been re-measured in February last, when it was discovered that their tonnage had previously not been correctly calculated.

3.—Of the above number of vessels entering the port, 2,109 vessels, measuring 1,982,123 tons, or 73.6 per cent. of ships and 80.96 per cent. of the tonnage were junks; and this proportion is divided as follows:—British, 1,789 vessels and 1,616,276 tons, or 84.88 and 81.64 per cent. respectively; French, 88 vessels and 159,192 tons, or 4.17 and 8.08 per cent. respectively; German, 84 vessels and 66,820 tons, or 3.98 and 3.37 per cent. respectively; Chinese, 80 vessels and 67,417 tons, or 3.79 and 3.40 per cent. respectively; Spanish, 41 vessels and 16,178 tons, or 1.34 and 0.82 per cent. respectively; the remaining 27 vessels and 86,240 tons, or 1.29 and 2.84 per cent. respectively are American, Danish, and Dutch.

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until June, when there was an increase, and this increase has continued until the end of the year.

13.—The number of documents issued from this office in February was nearly the lowest number issued during the eleven years that Ordinance No. 6 of 1866 has been in force, and in October the maximum for the same period was reached.

14.—The whole trade in junks arriving from Ports outside the Colony amounted last year to 26,500 vessels and 1,793,768 tons, being 1,186 vessels and 71,332 tons in excess of the arrivals in 1876. In view of the much greater facilities offered by the conveyance of goods and passengers in vessels propelled by steam it is surprising to find the trade in native bottoms on the increase. I attribute some of the apparent increase to the having constituted Yau-má Ti in British Kowloon an out station. It was inconvenient to send rowing boats across the harbour to board every junk arriving at Yau-má Ti, and it would have been hard, seeing the important station that place has become, to compel junk-masters anchored off Yau-má Ti, to come over to Victoria to report. With the increased facilities given to junk-masters for reporting, more correct records of the arrivals and departures are kept.

15.—The all important subject of the so-called blockade of the Colony by vessels belonging to the Chinese Government is a matter that I approach with great delicacy. It was the general opinion, and I shared in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony; but, in the face of the figures which these returns exhibit, and which are calculated year by year with much care, I am unable any longer to see that the effect of the blockade has been so detrimental as it was thought it would be. Grievances which at one time were continually cropping up have, in great measure, ceased; and the honest trader does not now seem to be interfered with more than is necessary to protect the Chinese revenue.

16.—The junk trade was at its minimum in 1867 and 1868. It then steadily increased until 1872, after that there was a falling off until 1875, and since the latter year the trade has continued to improve.

17.—Reports have reached me of the seizure of small boats carrying salt, but on inquiry it has been found that these vessels have been captured in Chinese waters while endeavouring to evade the payment of the salt tax. These boats of about 800 piculs (18 tons) leave Yau-má Ti generally with a larger number of men than vessels of their size require for purposes of navigation. The men are well armed and prepared to fight their way; and, being such, are a class of persons not deserving of encouragement.

18.—The following complaint reached me in December last. The master of the trading junk *Kwok Tak Wai* cleared at this office in the usual manner, and left the gunpowder in the anchorage on the 30th November, laden with 2 cases of cartridges, 100 cases, and 200 kegs of gunpowder for conveyance to Macao. The boat was stopped at the Kap-shi-mun Pass, and the master ordered to return to Hongkong, where he redeposited his cargo. On inquiry I ascertained that the Viceroy of the Quang-tung province had on the 17th November given instructions that the authorities at that Pass were not to allow any vessels having gunpowder and such like articles on board to proceed, unless the master of the vessel had a document signed by the Governor of the province, certifying that the gunpowder was being legally exported. This complaint is under the consideration of His Excellency the Governor.

EMIGRATION.

19.—Under this head there has been a decrease of 6,609 Chinese emigrants, chiefly due to the opposition shown by the State of California to the further introduction of Chinese labour into that State. There is a decrease of 4,472 on the number emigrating to California in 1876.

9,562 Chinese left Hongkong for San Francisco, while 7,130 returned from that place during the year.

Portland, in Oregon, has however taken 1,088 Chinese, being an increase of 163 on 1876.

20.—The Government of Queensland have passed an act by which the emigration of Chinese to that Colony has, since the 1st of January, been virtually ceased. The total number of Chinese leaving for Cooktown from 1875 to 1877 inclusive was 20,960, and the number of Chinese returning during the same period was 6,193, leaving 14,767, less than ordinary casualties.

21.—Port Darwin in the Northern Territory of South Australia received 97 Chinese during the year, and it is probable that more Chinese will be required, the climate, as in Queensland, being well adapted for the introduction of Chinese labour.

22.—There is a decrease of 1,940 Chinese to Manila, as also a decrease of 1,225 to the Straits Settlements.

23.—A contract has been entered into between the Peruvian Government and Messrs. Olyphant and Co. of this place for the introduction of free Chinese labour into Peru; but the question as to whether the emigration shall be of emigrants from China embarking at Hongkong for their destination or embarking direct from the Colony is not yet decided, and the matter is occupying the attention of this and the Imperial Governments.

24.—1,102 Chinese emigrants proceeded to the Sandwich Islands in 1877, being 10 less than the number that left in 1876. The demand has, however, arisen for a much larger number of Chinese labourers for those Islands. The Government, in the view of the condition of the labour laws of the Sandwich Islands, and in the meanwhile emigration to Honolulu is in abeyance.

REGISTRY OF SHIPPING.

25.—There are at present 62 vessels registered at this Port, being 4 vessels less than were registered in 1876. 8 Vessels have been added and 12 vessels registered have for various reasons been cancelled.

The amount of fees received under this heading is \$321.00.

MARINE MAGISTRATE'S COURT.

26.—126 cases have been tried. None of these were of a serious character.

EXAMINATIONS FOR THE PORTS OF MASTERS AND MATEES, UNDER ORDINANCE NO. 17 OF 1860.

27.—There were 29 candidates, of whom 19 obtained certificates and 10 failed.

28.—It will tend greatly to the safety of many of the steam vessels trading to this place when a board is constituted for the examination of engineers. At present, there are several steamers with no one but Chinese engine drivers on board. Men who, if a serious casualty happened at sea, are totally incompetent to make any but the most trivial repairs.

29.—The Steam Launch Ordinance pro-

vides for the examination of the men who drive licensed steam launches, and the engines and boilers are subjected to a six-monthly inspection, but for a vessel over the size of an ordinary launch engineers of higher qualifications than Chinese at present possess are a matter of necessity.

MARINE COURTS, UNDER ORDINANCE NO. 11 OF 1860.

30.—The following Courts have been held during the year:—

1. On the 6th March, 1877, inquiry as to the loss of the British barque *Lady Gales*, Official No. 70,181, on the North-east side of Pratas Shoal in the China Sea. Certificate of competency returned to the master.

2. On the 27th March, 1877, inquiry as to the loss of the British ship *John O'Gaunt*, Official No. 24,201, on a reef on the East side of the Island of Batang, Philippine Islands. The master's (John Please) certificate of competency was suspended for six months.

3. On the 17th April, 1877, inquiry as to the loss of the British barque *Neworth Castle*, Official No. 58,116, on the Bombay Shoal, Paracels Group, China Sea. The master, Henry Philip Weppendor, was washed overboard and drowned soon after the vessel struck.

4. On the 2nd July, 1877, inquiry as to the stranding of the British steamship *Thala*, Official No. 52,608, on a rock about two miles S. by E. of Cambridge Point, of the Mount Adolphus Islands, near North Queensland. Certificate of competency returned to the master.

5. On the 23rd October, 1877, inquiry as to the loss of the British barque *Merce*, Official No. 13,777, on the North-west corner of the Pratas Shoal in the China Sea. Certificate of competency returned to the master.

6. On the 20th November, 1877, inquiry as to the loss of the British barque *Queensberry*, Official No. 16,928, on a reef lying off the South West Coast of the Island of Palawan in the China Sea. Certificate of competency returned to the master.

SEAMEN.

31.—7,358 seamen have been shipped and 7,728 seamen have been discharged at the Shipping Office of this Department. Of the difference, 870, most of the men have left the Colony without being regularly shipped.

I have the honour to be, Sir, Your most obedient servant, H. G. THOMSON, R.N., Harbour Master, &c.

The Honourable J. Gardiner Esq., O.M.G. Colonial Secretary, &c., &c., &c.

Australian Items.

By the E. & A. steamer *Bowen*, Captain Miller, we have late Australian files to hand, from which we take the following:—

Melbourne, March 6.—In the boat race, the Melbourne crew got away with the lead, which was increased to two lengths when 200 yards had been rowed. The Sydney men then went up, having the best side of the river, and led slightly at the junction of the Saltwater River with the Yarra. The Melbourne men rowing well within themselves, then, holding their opponents safe, went to the front at Humburg Reach, leading all the way to the finish, winning very easily by one length. No time was taken, as the umpire's boat stuck on the bars at the start, and he never saw the race at all.

March 12.—On Thursday next, Mr. Jenner, in the Legislative Council, will move that a conference be sought with the Legislative Assembly. The motion is likely to be carried but the Council will, it is said, insist on the withdrawal of the item for payment of members in the Appropriation Act as a preliminary measure.

The differences between the Legislative Council and Assembly are in a fair way of settlement.

March 13.—The Government decline the proposal of the Legislative Council for a conference until the Payment of Members Bill has been passed.

March 17.—The flood reached its height yesterday at 9 o'clock, when at the foot of Emerald Hill the water was five feet deep.

Hundreds of families have been obliged to leave their houses. The Richmond district has been equally afflicted.

The flood is now visibly subsiding. It is probable that the Government will engage Sir J. Coode, C.E., to report on the prevention of floods in the Upper Yarra.

March 21.—At a caucus meeting of the members of the Legislative Council to-day it was strongly prognosticated that the termination of the political crisis would be settled to-night.

The Cable Conference is fixed to open on April 20, Colonel Glover presiding.

Sydney, March 15.—The *Chimborazo*, a.s. of the Orient line, from London to this port, while on her voyage from Melbourne, went ashore at Beecroft Head, north of Jervis Bay. All the passengers are landed safely. The fore compartment is full of water, and the damage is reported as serious. *Womira*, a.s., brings the passengers to Sydney.

March 16.—The *Chimborazo*, a.s., remains at anchor in Jervis Bay, making no water in the main compartment. The *Collaroy*, a.s., alongside, and tranships the passengers. The *Womira*, a.s., is also alongside, taking on board a portion of the cargo. The sea is perfectly smooth.

March 17.—The steamship *Chimborazo's* passengers have been brought on safely from Jervis Bay to this port. It is stated that the divers, amongst whom was Captain Hall, found no less than 20 feet of keel gone aft of fore foot. The vessel is seriously damaged, but is likely to be brought safely on to Sydney.

March 20.—The Marine Superintendent of the A.S.N. Co. has suggested that, in order to get the *Chimborazo* to Sydney, extra bulwarks be built up about the damaged portion of the hull, and securely shored off. The cargo has been trimmed aft, and so lightened that the vessel is now two feet less deep in the water forward, and the water is kept down by a powerful centrifugal pump which has been set to work.

March 21.—In the Legislative Assembly last night, the Postmaster-General said it was probable that out of the cable conference, which would meet shortly in Melbourne, something would arise in reference to the renewal of the postal contracts with the Imperial Government.

The Government of New South Wales would expect advantages for the San Francisco line corresponding to those given to

Wellington, (N.Z.) Feb. 27.—The *Durham*, a.s., reports a large sea serpent being seen off the coast. Thirty feet of the monster was out of water. The crew and passengers confirm the statement.

29.—The Steam Launch Ordinance pro-

Brisbane, March 20.—The Government have decided to increase the subsidy granted to the E. & A. Company, on condition of an increased rate of speed being obtained. The Company are having two new steamers built.

Seven thousand persons were present at the turning of the first sod of the Maryborough and Gympie Railway.

The Governor had a grand welcome, about 5000 persons being present. Triumphant arches were erected and sixteen hundred children sang the National Anthem.

Quotations.

HONGKONG, April 22, 1878.

OPIMUM.—New Patna, cash, \$580 a 582½

Old Patna, cash, None

New Benares, cash, 555 a 556½

Old Benares, cash, None

New Malwa, cash, 745

Old Malwa, cash, 750

Allowance Tails, —

Old Malwa, cash, —

Allowance Tails, —

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on THURSDAY, the 23rd Instant, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS of the ARMY AND NAVY, AND MEMBERS of the CIVIL AND CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., of 22nd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 16, 1878. ap23

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUER, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also, PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 27th April, 1878, at Noon, the Company's S. S. D'ENTEN, Commandant CHAMPENOIS, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th April, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, April 20, 1878. ap27

NOTICE.

STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.

Also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship Nizam, Captain A. BARLOW, will leave this on SATURDAY, the 4th May, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, April 20, 1878. my4

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES.

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 23rd May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 23rd May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

SPECIAL REDUCTIONS granted to Officers of the ARMY AND NAVY and to Members of the CIVIL and CONSULAR SERVICES.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, April 20, 1878. my9

Notices of Firms.

NOTICE.

MR. THEODOR JOHANNES EN. GELBRUCH VON PUSTAU has been authorized to Sign our Firm per procurator.

Wm. PUSTAU & Co.

Hongkong, March 22, 1878. ap23

NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.

GEO. R. STEVENS & Co.

Hongkong, January 5, 1878. my1

NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.

G. R. STEVENS.

Hongkong, December 29, 1877. my1

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878. s28

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tsen Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

OHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YOK CHUN, as Translator and General Manager of the newspaper, which under its new regime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Lessee of the Hongkong Chinese Mail.

Hongkong, April 6, 1878.

NOTICE.

MR. CHARLES VON BOSE has been authorized to Sign our Firm per procurator at Canton.

CARLOWITZ & Co.

Canton, April 2, 1878. my1

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CARLOWITZ & Co.

Canton, April 2, 1878. my1

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and accumulations.....Tls. 725,000
Since this date.....Tls. 725,000

Directors:

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | O. KREBS, Esq.
M. P. EVANS, Esq. | C. LUCAS, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BAKING BROTHERS & Co.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 1/2% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877. ocl

CHINESE INSURANCE COMPANY.

(LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYFANT & Co.,

General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant insurances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1878.

SHEONG ON FIRE INSURANCE

COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:

KWOK ACHONG, Merchant.
PANG YEE, Merchant.
Ho SAM, of Hop Yik Chan, Merchant.
Loo YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Sing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOW CHAM, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on BUILDINGS and on GOODS stored therein at CURRENT RATES, subject to DISCOUNT of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West.

Hongkong, August 23, 1877. au23

THE LONDON ASSURANCE

COMPANY, LIMITED.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The Third, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant insurances as follows—

Marine Department.

Policies at current rates payable either here in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies granted for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE

COMPANY OF MANCHESTER

AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Kowloon, Shanghai and Hankow, and are prepared to grant insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Steamers										
Altona	4	c	Miller	Ger.	str.	1179	April 13	Wm. Pustau & Co.	Saloon	at daylight
Alverton	4	c	Darnell	Brit.	str.	1088	April 18	Meyer & Co.		
Argentine	5	c	Barnett	Brit.	str.	915	April 22	Jardine, Matheson & Co.		
Bombay	2	b		Brit.	str.	749	Feb. 12	Kwok Acheong		Laid up
Bowen	5	c	Miller	Brit.	str.	844	April 21	Gibb, Livingston & Co.	Australian Ports	24th inst.
Cannes	2	b		Brit.	str.	95	Oct. 2	Kwok Acheong		Laid up
Cassandra	2	b	Langer	Ger.	str.	937	April 18	Wm. Pustau & Co.		At day dock
China	2	b	Berry	Amer.	str.	3836	April 16	P. M. S. S. Co.	Y'hama & S. F. cisco	To-morrow
Clifton	5	c	Cullen	Brit.	str.	395	April 22	Russell & Co.	Manila	
Fatchoy	8	b	Holland	Brit.	str.	153	G. McEain		
Fitzpatrick	2	c	Humphries	Brit.	str.	597	April 18	Gee Cheong Hong		
Glenaville	4	c	Greig	Brit.	str.	1388	April 21	Butterfield & Swire		
Glenfalloch	5	c	Guland	Brit.	str.	1371	April 21	Jardine, Matheson & Co.		
Glenfalloch	5	c	Wilcox	Brit.	str.	1366	April 14	Jardine, Matheson & Co.		
Glenfalloch	5	c	Taylor	Brit.	str.	1386	April 17	Jardine, Matheson & Co.		
Glenfalloch	4	c	Donaldson	Brit.	str.	1372	April 6	Jardine, Matheson & Co.		
Gwalior	2	b	Babot	Brit.	str.	1720	April 20	P. & O. S. N. Co.	Shanghai	Mails
Hailoong	5	c	Goode	Brit.	str.	277	April 18	Douglas Lapraik & Co.	Tamnet, &c.	To-morrow
Hankow	8	c	Symington	Brit.	str.	2332	April 20	Stemmen & Co.		
Java	3	c	Weber	Dut.	str.	886	April 22	Wm. Pustau & Co.		
Keinchow	2	b	Green	Brit.	str.	1034	Kwok Acheong		
Lorne	5	c	McCulloch	Brit.	str.	1079	April 17	Melchers & Co.		
Madras	4	b	Richardson	Brit.	str.	1478	April 20	Melchers & Co.	Yokohama & Hlago	
Malacca	2	b	Smith	Brit.	str.	642	April 16	P. & O. S. N. Co.	Yokohama	Mails
Marlon	3	c	Smith	Brit.	str.	678	April 19	Landstein & Co.		
Meca	2	b	Morley	Brit.	str.	1025	Mar. 17	Landstein & Co.		Coast Dock
Nizerva	5	c	Peacock	Brit.	str.	1727	April 19	Stemmen & Co.		
Nizava	5	c	Barlow	Brit.	str.	1680	April 21	P. & O. S. N. Co.	Europe, &c.	Mails
Ocean King	6	c	Courtenay	Brit.	str.	500	Oct. 30	Gibb, Livingston & Co.	Shanghai	To-day
Panay	3	c	Gouvenches	Span.	str.	852	April 22	Melchers & Co.	Manila	
Penedo	3	c	Cain	Brit.	str.	731	April 20	Soy Sing	Saloon	
Quanta	2	b	Haye	Ger.	str.	874	April 17	Order	Saloon	
Quinta	2	c	Wrange	Ger.	str.	1201	April 6	El. Kiss & Co.	Shanghai	To-morrow
Radnorshire	3	b	Thomson	Brit.	str.	983	April 21	Yuen Fat Hong	Bangkok	
Rajanattianuhar	2	b	Hopkins	Brit.	str.	1074	April 22	Stemmen & Co.		
Standard	2	c	Lyon	Brit.	str.	700	Mar. 29	Geo. R. Stevens & Co.	Australian Ports	24th inst.
Thales	4	b	Poock	Brit.	str.	480	Mar. 2	Octavian	S'pore and Penang	
Teekya Yeep Ryan	1	b	Evans	Burm.	str.	286	Mar. 27	Kwok Acheong	Halong	
Yottung	2	b	Goggia	Brit.	str.					